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PAGES ONE TO EIGHT

ST. JOHN, N. B., THURSDAY, OCTOBER 16, 1919

SIXTEEN PAGES—ONE CENT

Thrilling Tale of Sea in Rescue of Crew of The Schooner B.B. Hardwick

Six Men of Nova Scotia Vessel Lashed to Deckhouse

WIND 100 MILES AN HOUR

Two Steamers Take Part in Saving Lives—Oil Calms The Turbulent Waters—One Man Left After Rescue Supposed Complete—He is Got Later

New York, Oct. 16.—When the Atlantic transport steamship Bardic, commanded by Captain F. H. Clark, R. N. R., reached her pier yesterday after lying at anchor in the bay for three days waiting for a berth, members of the crew told the rescue of six men from the wreck of the wooden schooner B. B. Hardwick of Halifax in mid-ocean while a northeast hurricane was blowing at 100 miles an hour, accompanied by mountainous seas.

On Sunday morning, Oct. 5, the Bardic, bound light from London to New York, was about 350 miles south of Cape Race, battling her course westward in the hurricane, when the lookout man in the crew's nest shouted to the officer on the bridge: "Wreck bearing two points on the starboard bow, flying distress signal."

The course of the Bardic was altered and when she got to within two miles of the wreck it was seen that six men were lashed to the deckhouse forward, the only thing that had not gone by the board in the storm.

The heavy sea made it impossible for the Bardic to launch a boat or a raft to reach the six men, and the captain decided to stand by until the weather moderated. Several attempts were made to float hooped lines down to the wreck but without success.

At one time the Bardic was so close that two men from the schooner threw themselves into the sea with lines around their waists and tried to grab the lines which hung over the steamskip's side, but she was too high out of the water and drifted rapidly to leeward. The men were hauled back on board the wreck by their shipmates, exhausted.

Use Oil. After standing by for thirty-six hours, in which the hurricane continued with unabated force, the British steamer Palomouth, and the Bardic wireless the position of the wreck and that no further details could be obtained, as the crew of the schooner apparently did not understand the signal code with flags or semaphore.

The tanker went close to the wreck and began to pump volumes of oil on a heaving sea. The oil was blown into the sea as described as magical.

After two hours the War Jolandi, by zigzagging round the helpless wreck, and the men jumped into the sea and caught hold of ropes from the tanker, by which they were hauled on board. The War Jolandi and the Bardic then proceeded on their courses toward Palomouth and New York.

One Man Left. Half an hour later the Bardic received a message from the tanker saying that one man had been left behind on the wreck and requesting the captain to go back and stand by until the weather moderated and take him off, as the hull of the tanker had been damaged and the captain had to carry on as quickly as possible to the home port.

The Bardic was turned back again when the starboard engine broke down and it became impossible to do any maneuvering.

The Bardic stood by until the early morning of Oct. 7, when the Atlantic transport steamship Maryland hove in sight, bound east, and was informed by wireless that there was a man left on the wrecked Hardwick and requested that the steamship should take him off.

The Maryland found the drifting wreck with its solitary passenger tank, and by which the crew with one hand and burning a flare at long intervals. An hour later the Maryland said that the man had been taken off safely and she was proceeding on her course.

When the Bardic left the wreck it was in latitude 41.12 north and longitude 47.33 west, right between the east and west Atlantic tracks, drifting to the southward and a menace to navigation.

RESUME WORK ON THE BOSTON DOCKS

Longshoremen Follow Example of The New Yorkers

STRIKE IN MEAT PLANTS Supply for Hub in Peril—Park Policemen to Lose Places—Strikers' Wives Have Meeting—Home Rule Speech

(Special to Times) Boston, Mass., Oct. 16.—The thousand longshoremen who quit trans-Atlantic steamers at East Boston went back this morning. The decision was reached by vote yesterday. The action of the New York longshoremen in returning to work had an effect on men here. Although the strike in Boston was of brief duration, it had already resulted in the loss of thousands of dollars through delay to shipping. The Anchor line steamship Scindia was scheduled to leave East Boston yesterday for Glasgow, but as yet her inward cargo has not been removed. Boston's meat supply is imperiled by a strike of 2,000 hants in the three great meat plants located in Somerville and Cambridge. Like the steel workers, the employees want a closed shop, which the owners will not yield their privilege to hire union or non-union employees. Nineteen Metropolitan park policemen have got to go. The axe that was hanging over their heads descended last night. They had appealed some days since from the sentence of dishonorable discharge for violation of the law, acts injurious to the public interest and insubordination; in other words, they had refused to do duty the night of the police strike and riot.

While the ex-soldiers of the Boston police strikers were saving their forces yesterday at the American Legion conference in Worcester, by tacitly supporting a resolution for the injection of no outside matter into the legion's affairs, their wives were more militant. They crowded Fay Hall and heard several speakers tell why the Boston policemen that they were justified in joining the American Federation of Labor and why.

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Halifax Bank Clearings Halifax, N. S., Oct. 16.—Bank clearings for the week ending today were \$5,028,474; last year, \$3,817,577.



The Patient is having trouble with his convalescence. One was here that doesn't seem to be recuperating.

As Hiram Sees It

"Hiram," said the Times reporter to Mr. Hiram Hornbeam, "let us guess a little today. I think it would do me good."

"Go ahead," said Hiram, "an' git it out o' your system."

"When they wait any more on the moral education in St. John," said Hiram, "they learn a new dance."

"The head of the Children's Aid department in Nova Scotia," went on the reporter, "will go from Halifax to St. John to study systems of dealing with delinquent children."

"In St. John," said Hiram, "they're talkin' about that juvenile court an' lettin' the kids run wild."

"In Halifax," continued the reporter, "I'd like to see them the way they're doin' it."

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Either Government or C.P.R. Must Get Grand Trunk, Says Minister

HARD PRESSED ON FOUR FRONTS

Russian Soviet Armies Appear Facing Disaster

CAPTURE OF PETROGRAD NEAR

London Papers See Position Most Menacing Yet For The Reds—Fighting Continues at Riga But Reports From There Meagre

London, Oct. 16.—Forced back by the onslaughts of enemies on four fronts, the armies of the Soviet government of Russia appear to be facing a period pregnant with disaster. General Denekine's Cossack troops from the north have during the last few days forged ahead until it seems the Bolshevik armies are between the upper and nether millstones. Petrograd is doomed to capture, in the opinion of observers. General Yudenich being at Gatchina, only twenty-five miles south of the former Russian capital.

In the extreme north the northern Russian army has broken the resistance of the Bolsheviks according to reports, and is pursuing the enemy toward Olenegorsk, a village about 150 miles west of Riga. Further to the south it has forced its way far down along the Dvina river. Polish forces have captured the extreme northern end of their line. Denekine's men have driven a giant wedge into central Russia, up before factoring the Grand Trunk on their way toward Tula, an important railway centre that is considered the key to the north.

East of the Urals is Admiral Kolchak's army, but it is seemingly too far away to enter into consideration as a vital factor in the situation which is developing in Russia proper. General Yudenich and Admiral Kolchak are said to be operating in close co-operation.

West of General Denekine's army are the forces of Ukrainians who, while supposed to be hostile to the Bolsheviks, have declared war on Denekine because of the latter's soldiers on their advance toward Moscow. Reports have been received, however, that part of the Ukrainian army has joined Denekine, having been assured that the latter will westward from Poland.

At Riga. Advances from Russia state that Colonel Avaloff-Bernoniti, whose soldiers attacked on Riga last week caused a sensation, has declared he began the campaign only for the purpose of "securing the Duna river front against Moscow."

This front in the sectors held by General Yudenich and the Polish army. So far as known, fighting is still in progress in Riga, but the exact situation there is not known. Germano-Russian troops under command of Col. Avaloff-Bernoniti, however, seem to have gained ground north of Riga, having captured the town of Danumund, according to reports.

This morning's newspapers conspicuously feature reports of successes by General Yudenich and General Denekine and the presumed impending collapse of the Soviet government of Russia into the hands of their enemies.

Editorial comment, while recalling frequent past predictions of the fall of Bolshevism, which did not materialize, think the present position is more menacing for the Soviet government than at any previous time.

Confidence in financial circles in the coming defeat of Bolshevism was shown by the strength of securities in the stock exchange yesterday, many advancing sharply with an active demand.

Berlin, Oct. 16.—According to the Zeitung Am Mittag, only about one-third of the German army in the Baltic states is obeying the evacuation order. Of the other 25,000 men, says the paper, two-thirds have been transferred to the Russian service.

Copenhagen, Oct. 16.—Lithuanian troops have fought their way across the Duna river at Riga and operations there are now developing favorably, according to a despatch from Libau last night.

A state of siege has been declared throughout all Lithuania and the mobilization of three classes of soldiers has been ordered. Russian troops, under command of Col. Vierkolletch have been concentrated in Lithuania and with the help of Germans have occupied telegraph and telephone stations and converted schools into barracks. The Lithuanian flag has everywhere been replaced by the Russian colors. Col. Vierkolletch has issued a proclamation saying if the Lithuanians voluntarily reunite with old Russia, self-government will be given Lithuania under Russian sovereignty. On the other hand, if the Lithuanians resist the Russians, they will be "regarded as traitors."

AUTO BROUGHT HOME C. H. Townsend's automobile, taken on Sunday, was brought back by Mr. Townsend and Sergeant Detective Power last night in practically as good condition as before. The lads were freed.

All Day Debate in The House on Railway Matter

USE OF PORT OF PORTLAND

Minister of Railways Not Entirely Definite on Subject of Great Importance to St. John—Probably Operate Government Railways in Three Divisions, One Centered at Moncton

(Special to Times) Ottawa, Oct. 16.—The Grand Trunk debate adjourned last night at eleven o'clock after the whole day had been devoted to it. The opposition attack on the measure appeared to weaken for lack of ammunition, but it is expected that the assault will be renewed today when reinforcements are secured and the debate may last another day. Hon. Arthur Meighen declares himself rather pleased with his tactics when he expressed a desire that there should be the fullest discussion. There is a limit, however, and if the opposition shows a disposition to carry on the fight too long the closure may descend.

Some little heat developed when Mr. Vieu, who had been taking a very active part in the debate, suggested that the government idea in treating the guaranteed stock differently from the other stock of the company was to look after some of its friends. He recalled what he called the slur. Hon. Mr. Rowell then entered the lists as he has so often done this session in support of some harassed colleague.

The line of attack of the opposition was that the G. T. P. should not have been put in the hands of a receiver but, that having been done, it should be cleared up before factoring the Grand Trunk. The guaranteed stock should have been submitted for valuation as well as the other classes. D. D. McKenzie thought the first thing to do was to clean up all the transactions between the Grand Trunk, G. T. P. and the government. The Grand Trunk should be made to pay what they owe us. He was not sure, however, that the receiver should be liquidated; that was the proper place for top-heavy railroads and there were numerous instances of it in railroads both in the United States and Great Britain. As soon as railroads got top-heavy in Canada they ran to the receiver because help and it took them in, no one could tell where we were at with regard to the G. T. P. nor how much they owed us.

C. P. R. a Government. Mr. Rowell admitted that the G. T. P. was a gigantic blunder and certainly the C. N. should never have been allowed to parallel it. Three governments were responsible for the blunders made. There were two classes of people opposed to the railway policy of the government—the C. P. R. and those who were opposed to the principle of public ownership—but it was in the national interest and three-fourths of the people in the east as well as from the Ottawa River to the west coast of the continent. The guaranteed stock was not submitted to a valuation was that the Grand Trunk would not agree to it and it could not be expatriated because part of it was in the United States.

The minister of railways took the stand that if the road was forced into liquidation as the opposition suggested it would end in the hands of the C. P. R. He there would be no future for the Canadian National Railway. We must now decide whether we were to have a complete system owned by the government, for which the acquisition of the Grand Trunk was necessary or let the road go into the hands of a receiver and eventually out of our hands.

Use of Portland. H. H. McLean of New Brunswick brought up a question of interest to the people of the maritime provinces when he asked if it was proposed to nationalize the ocean terminals and the Grand Trunk terminals at Portland in connection with the shipping and receipt of ocean freight. He said that the eastern people felt that the freight gathered by the Grand Trunk Pacific should be shipped and received through Canadian ports. St. John and Halifax could handle all the ocean freight business and the government was spending much money on its terminals there.

D. D. McKenzie recalled that when the G. T. P. was built part of the agreement was that any freight not routed by the shipper was to go via St. John and Halifax, and this obligation must be carried out by the government. It was an outstanding policy of the government no matter whether they had a part in Ottawa or not, and it was desirable to know whether the government would stand by this agreement or not.

The reply of the minister of railways to this was not entirely definite. He said that so far as Halifax and St. John were concerned they had been and still were being developed for our own terminals and the government would use them to their fullest capacity but Portland was a port on the Grand Trunk part of which was in the United States, so that Portland would have to be used to a certain extent. There was no intention of not carrying out the policy of the government and of developing and keeping the trade in our Canadian ports as far as possible.

In this connection it may be observed that this matter was brought up in the senate today by Senator Power who said that Portland would become the winter port of Canada because the haul from (Continued on page 9, sixth column)

BRITISH DEFICIT IN SIX MONTHS SAID TO BE 281,000,000 POUNDS

Sir Donald MacLean Declares England's Financial Situation Appalling

Edinburgh, Oct. 16.—Sir Donald MacLean, M. P., in a speech last night to his constituents at Penicuik, said that England's present financial situation was most appalling. The deficit for the first six months of the present fiscal year, he said, was £281,000,000, exceeding by £200,000,000 the deficit for the whole year as estimated by Austen Chamberlain, chancellor of the exchequer. The latter, Sir Donald added, would have to borrow £250,000,000 to balance his accounts, and this situation, he contended, was serious enough to warrant an ad interim budget.

FINE VICTORY FOR CLEMENCEAU

Tiger's Majority Greatest Yet on Confidence Vote

Had Prepared for Months for Test of Strength and Felt Sure of Success—Question of Policy in Matter of Election

Paris, Oct. 16.—(By the Associated Press)—The Clemenceau ministry was sustained in the chamber of deputies yesterday afternoon by a vote of 224 to 192. The premier, M. Clemenceau, victoriously emerged from the bitterest and best organized assault which the ministry had ever faced, the chamber adopting the cabinet's policy on the chronological order of the elections, placing the legislative elections first, on Nov. 16, and the senatorial and municipal elections in that order.

For the first time, Aristide Briand, a former premier, came out openly in lending the opposition forces, but Clemenceau has been going on for months for this test of strength, the opposition awaiting the ratification of the peace treaty to make a definite onslaught on the ministry.

Premier Clemenceau had a bitter oratorical duel with M. Briand. The result of the vote makes it positive that Clemenceau's platform will go before the people, his opponents' avowed intention of forcing a postponement of the mandate of the chamber having failed. In his speech, Clemenceau never was in better form.

"In the whole of Europe," said the premier, "it is the people of France which has best stood the test of the long and difficult months after the armistice and has behaved best. This without a slight to our Allies."

"The whole subject in a nutshell is we are emerging from five years of war, a condition which you seem to forget, and are willing to repose confidence in the French people, I ask this chamber to give me its confidence."

The opponents of the ministry had been quite optimistic as to the result of this carefully prepared offensive, but are apparently resigned to the outcome, and no further attack is expected.

CONDENSED NEWS

Varying statements as to the situation in the steel strike in the Pittsburgh and Chicago districts are issued by the employers and the strikers. The Bank of England discount rate remains at five per cent.

President Wilson, relieved from the glandular swelling from which he suffered for two days, had a good night's rest last night. Quebec bank clearings this week were \$5,393,117; last year, \$4,795,647.

WEATHER REPORT

Issued by authority of the Department of Marine and Fisheries, R. F. Stupart, director of meteorological service.

Synopsis.—Pressure is high over the western provinces and northwest states; along the Atlantic coast and relatively low to the south of the Great Lakes. Showers have occurred in a few localities in Ontario; elsewhere the weather has been fair.

Unsettled. Maritime.—Moderate southwest winds, cloudy. Friday, moderate winds, unsettled with showers. New England.—Showers probably to-night and Friday. Colder Friday, fresh south winds.

MATTER OF NEWS PRINT TO BE TAKEN OVER BY COMMERCE BOARD

(Special to Times) Ottawa, Oct. 16.—An order passed by the Board of Commerce shows that it is prepared to take cognizance of all the necessities of life and that the term may be stretched pretty far. It has now taken over the matter of newspaper, the combined and fair prices act provides that necessities of life mean clothing and ordinary articles of food, stoving and fuel, including the products, materials and ingredients of which they are composed, and such other articles of any description as the board may from time to time by special regulation prescribe.

The order just passed states that it is expedient that the paper known as newspaper be so prescribed. There is already a commissioner to regulate the supply and price of newspapers. R. A. Fringale, K. C. Presumably the board will take over his duties.

Is This a Public School?

The women folk drew up a resolution that was passed unanimously. It called upon the citizens of Boston, especially the women, "no longer to tolerate a continuation of a situation which could easily be adjusted if the police commissioner was animated with a sincere and generous spirit of public service."

A compromise in the form of a dominion treaty of huge rule, under which Ireland, like Canada, would become a free and integral part of the British empire is the practical solution of the Irish problem in the opinion of Rev. J. Edgar Park of Newton, who delivered an address upon "the Irish question in international politics," last evening at the Massachusetts state guard night dinner of the Boston Boat and Shoe club.

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